

In the claims:

1. (Currently amended) In combination with a railway locomotive brake valve having at least one exhaust valve assembly, at least one spring housing, and at least one range spring disposed intermediate a pressure regulating means and a diaphragm, the improvement comprising a device for providing damping capabilities, whereby said device will minimize spring oscillation during operation of said locomotive brake valve, said device including:

(a) a donut shaped element having a predetermined size and shape and formed from a predetermined material, said donut shaped element having a central opening to permit engagement with said at least one exhaust valve assembly; and

(b) a plurality of legs having a predetermined size, shape and material attached solely at one end thereof ~~at a predetermined angle~~ to said donut shaped element adjacent an outer periphery thereof for engagement with said range spring to minimize oscillation when said device is disposed about said range spring, said plurality of legs are attached to said donut shaped element at a predetermined angle, said predetermined angle between said plurality of legs and said donut shaped like element being always greater than 90°.

2. (Original) The combination according to claim 1 wherein said device is a spring dampener of a predetermined size, shape,

and material engageable with said spring housing, and said range spring.

3. (Original) The combination according to claim 2 wherein said material of said spring dampener is at least one of plastic and metal.

4. (Original) The combination according to claim 3 wherein said material is metal.

5. (Original) The combination according to claim 4 wherein said metal is steel.

6. (Original) The combination according to claim 1 wherein said range spring is disposed intermediate a pressure regulating means and a diaphragm.

7. (Original) The combination according to claim 1 wherein said device is located on a first end of said range spring adjacent said diaphragm.

8. (Original) In combination with a railway locomotive brake valve having at least one exhaust valve assembly, at least one spring housing, and at least one range spring with enhanced damping

capabilities, the improvement comprising a device for providing additional damping capabilities, whereby said device will minimize spring oscillation during operation of said locomotive brake valve.

9. (Original) The combination according to claim 8 wherein said device is a spring dampener of a predetermined size, shape, and material engageable with said exhaust valve assembly, said spring housing, and said range spring with enhanced damping capabilities.

10. (Original) The combination according to claim 9 wherein said material of said spring dampener is at least one of plastic and metal.

11. (Original) The combination according to claim 10 wherein said material is metal.

12. (Original) The combination according to claim 11 wherein said metal is steel.

13. (Original) The combination according to claim 8 wherein said spring is disposed intermediate a pressure regulating means and a diaphragm.

14. (Original) The combination according to claim 8 wherein said device is located on a first end of said range spring adjacent a diaphragm.

15. (Currently Amended) A dampening device for a range spring in a railway locomotive brake valve, said device comprising:

(a) a donut shaped element having a predetermined size and shape and formed from a predetermined material, said donut shaped element having a central opening; and

(b) a plurality of legs having a predetermined size, shape and material attached solely at one end thereof ~~at a predetermined angle~~ to said donut shaped element adjacent an outer periphery thereof for engagement with said range spring to minimize oscillation when said device is disposed about said range spring, said plurality of legs are attached to said donut shaped element at a predetermined angle, said predetermined angle between said plurality of legs and said donut shaped like element being always greater than 90°.

16. (Original) The dampening device according to claim 15 wherein said shape of said first element is annular.

17. (Original) The dampening device according to claim 15 wherein said plurality of said members is three.

18. (Original) The dampening device according to claim 15 wherein said members are integrally attached at a predetermined angle to said first element.

19. (Original) The dampening device according to claim 15 wherein said material of said dampening device is metal.

20. (Original) The dampening device according to claim 19 wherein said metal is steel.